

U.S. Serial No. 10/086,775
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AMENDMENTS TO THE CLAIMS

Claim 1. (currently amended) A method for reducing particulate emissions during combustion of a hydrocarbon fuel which comprises combusting an emulsion of a hydrocarbon fuel and water wherein the fuel is a Fischer-Tropsch (FT) derived hydrocarbon as a mixture of a FT fuel and a conventional fuel, and ~~in which emulsion, a major portion of the hydrocarbon has particle sizes of 1 micron or less~~ greater than 50% of the hydrocarbon has particles about 0.1 microns in size, and wherein said emulsion is a hydrocarbon-in-water emulsion.

Claims 2-4. (cancelled)

Claim 5. (original) The method of claim 4 wherein the volume ratio of hydrocarbon to water is in the range of 95:5 to 60:40.

Claim 6. (currently amended) The method of claim 5 wherein greater than 80% of the hydrocarbon particles are ~~in the range of about 0.1 to about 1.0~~ microns in size.

Claim 7. (original) The method of claim 6 wherein the Fischer-Tropsch derived hydrocarbon boils in the diesel fuel range.

Claim 8. (original) The method of claim 7 wherein the emulsion has a viscosity in the range of about 50 to 200 mm²/sec.

Claim 9. (currently amended) A method for forming a fuel in water emulsion which when combusted has reduced particulate matter emissions compared with Swedish Class I Diesel Fuel comprising shearing a Fischer-Tropsch derived hydrocarbon boiling in the diesel fuel range and water in the volume ratio of hydrocarbon to water of 95:5 to 40:60 and about 0.05 to about 5.0 wt% based on the weight of hydrocarbon and water with a non-ionic surfactant or mixtures thereof having a HLB of about 5 to

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about 30 under shearing conditions sufficient to produce a liquid emulsion in which a major portion of the hydrocarbon has particle sizes of ~~1 micron~~ about 0.1 microns or less.

Claim 10. (original) A liquid fuel composition comprising an emulsion of FT derived fuel in water wherein the fuel in the emulsion has fuel particle sizes predominately of 1 micron or less and the emulsion has a viscosity of above about 50 mm²/sec at 20°C.

Claim 11. (cancelled)

Claim 12. (original) The composition of claim 11 wherein the Fischer-Tropsch derived fuel boils in the diesel fuel range.